

\$20 Million Suit Filed By Heirs Of Mark Donohue

PROVIDENCE, R.I.—The heirs of racing driver Mark Donohue have filed a \$20 million damage suit against Goodyear Tire and Rubber Co. and Bell Helmets.

The Penske Corp., owner of the car in which Donohue was killed last August, was named as a co-defendant in the action, which charges that there were defects in the tires and helmet Donohue was using when he crashed in practice for the Austrian Grand Prix.

The suit, filed by David Lawton, executor of Donohue's estate, alleges that Donohue told crew members after the crash that a front tire blew out while he was traveling at about 160mph. He was struck on the side of the helmet by debris as his car smashed through four rows of fences, the suit contends. He died two days later.

The suit further charges that the tires did not withstand "Reasonably foreseeable stress and strain conditions while racing at high speeds" and that the helmet "Failed to adequately and properly protect and guard" him in the crash. The Penske Corp. is charged with failing to provide proper parts for the car.

Officials at Goodyear would make no comment, claiming that they had not had time to review the particulars of the suit. Leo Mehl, Goodyear Director of Racing, said only, "We regret the accident that claimed the life of Mark Donohue, with whom we had a long association. However, we have no evidence that would indicate that the tires were defective or the cause of the accident."

Roger Penske, reached in New York, said, "As of this point, we've received no

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Pearson Crashes To Daytona Win

By Al Pearce

DAYTONA BEACH, Fla.—Well, where do you start? With the spectacle itself? With the finish? With the competition? With the long-ranging effects of such a finale? With the "might have beens"? Or with the superlatives?

Let's get it out of the way right off the bat—this year's Daytona 500 NASCAR Winston Cup Grand National race ended up in the most unexpected, most spectacular, most controversial, most dramatic and most puzzling way of any major United States auto race. Somebody might remember a finish that topped it, but there can't have been many.

But for now let it stand right there—the David Pearson-Richard Petty battledown to the tri-oval's median grass in this year's \$343,300 classic must remain the most bizarre finish ever.

By now you must have seen it. ABC-TV carried it live and in color from coast-to-coast and millions probably watched. They estimated the crowd at the Daytona International Speedway at between 100,000 and 125,000. In a few weeks, if everyone's accounts are heard and toted up, maybe half-a-million will have claimed that they were right there and saw Pearson and Petty wreck like a couple of rookie hobby car drivers as they



David Pearson gets his just reward from Union Oil's Racestoppers after crashing on the last lap of the Daytona 500 and winning the NASCAR Classic.

Ron McQueeney

came for the checkered flag that Pearson got by the grace of God and his own quick thinking.

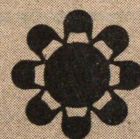
Even more puzzling than the "why" of the final-lap wreck is the question of "how." Those guys, after all, are supposed to know better. What they did was something you expect to see in the

sportsman race run they day before the Daytona 500. Heck, man—if they're going to knock each other out they ought to know better than to do it within sight of stock car racing's most important win in both money and prestige.

Since you're reading this, you must

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AUTOWEEK®



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LATE NEWS

● Mario Andretti is preparing to do the South African Grand Prix with the Vels-Parnelli team. Andretti says the team will field a tub from last year's chassis with all new suspension and bodywork hung on it. He says sponsorship for the team is "very close." About the Lotus 77, Mario says it was "unbelievably bad" in Brazil and that it jumped all over the track "like a leopard."

● Datsun is said to be fairly close to production of the AD-1 mid-engined sports car first shown at the Tokyo Motor Show and seen in these pages several weeks ago. The car will be shown at the Chicago show this week. (see story on page 8).

● Rumor of the week: two of the new Monza All American GTs abuilding in Horst Kwech's shop are for Al Holbert and Skip Barber.

● Bob Bondurant has relieved instructors Ron Southern and Steve Cook of their duties at his performance driving school in Northern California. Bondurant and Bill Cooper are handling all the professorial chores.

● Linda Finch has been named General Manager of Laguna Seca Raceway in Monterey, Calif. Finch had been the track's press officer.

● General Motors says it is postponing its plans to expand Chevette production into a second facility. Chevy's plant in South

Continued On Page 4

FTC Files Suit Against Car Makers

The Federal Trade Commission has filed suit against three of the Big Four auto makers, their credit arms, and a dealer for each for what it says is a failure to return excess profits to original buyers after collecting more than the debt on defaulted automobiles.

Named in the action, which was filed in Seattle 11 February, was General Motors, GMAC Credit, and a GM dealer; Chrysler Corp., Chrysler Credit and a dealer, and Ford Motor Co., Ford Credit and a dealer. All three dealers are located in the Pacific Northwest.

A spokesman for General Motors said, "we deny that GM's procedures violate the law. The charges will be vigorously

defended." Frank J. Force, vice president-legal, Ford Motor Credit Co., said, "we agree that surplus funds should be returned and would not condone any practice that prevents such return. Ford Credit does refund such surplus. The complaint does not challenge sales made directly by us."

A spokesman for Chrysler says the charge has no legal basis insofar as it concerns Chrysler Corp. or Chrysler Credit. A spokesman for the company said that Chrysler does not protest the provisions of the law requiring refunds of surplus money to defaulting buyers, but that such surpluses are rare and that the usual result is a large deficit.

SCCA, IMSA Battle For Control Of GT Racing

Maybe open warfare hasn't exactly broken out between the Sports Car Club of America (SCCA) and the International Motor Sports Assn. (IMSA), but there are those in both groups who are wondering if the battle for control of GT racing, which was escalated two weeks ago by the SCCA's expansion of the TransAm Series, might not become a bloody power struggle between the two biggest road racing sanctioning bodies in the U.S.

"We might be declaring war on them," said one well placed SCCA spokesman who wished to remain anonymous. "At least I can see how they might take it that way."

"Are they declaring war on us?" asked IMSA President John Bishop. "I just got back from the SCCA Convention, and I talked to all the Governors—all of whom said they had not even seen a copy of that press release, by the way—and they all indicated that it was not their intention to go to war...but I don't know if they speak for the staff in Denver, at least on professional racing, anymore."

According to John Timanus, the SCCA's Assistant Director of Pro Racing (most other SCCA officials were in New York, talking to a potential sponsor for the TransAm Series, Autoweek has learned), every car now eligible for IMSA's Camel GT Challenge Series will be acceptable for one of the two classes of TransAm cars.

"The only one we might have to take a look at is that Mustang II," said Timanus, referring to Charlie Kemp's interpretation of All-American GT rules which was called illegal by IMSA tech inspectors at the Daytona 24 Hour races.

However, the SCCA's Category II will allow cars recognized as FIA Touring and Grand Touring cars plus models prepared beyond FIA specifications. Not only does this allow the Porsche

TurboCarrera which IMSA has banned, but it takes in the BMW 3.0CSL (and entrant Peter Gregg has announced his team will compete in four TransAms), the John Greenwood versions of the Corvette, and all AAGT Monzas which have thus far appeared.

The cars themselves are not the only battleground. Of the nine firm dates announced for the TransAm by the SCCA, three conflict with Camel GT Challenge rounds. The 30 May race at Nelson Ledges runs against the Camel race at Lime Rock; Road America's 24 July date conflicts with the IMSA race at Sears Point; and the 15 August Camel race at Pocono is opposed by one at Brainerd.

In addition, the tentative TransAm opener, 9 May at Pocono, would conflict

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BRITISH LEYLAND NATIONAL RACE SUPPORT PROGRAM

CAR	CLASS	1st	2nd	3rd
Jaguar E-Type V-12, XJ-S	BP	\$200.00	\$100.00	\$50.00
Jaguar XKE 3.8, 4.2	CP	100.00	50.00	---
Triumph TR5, TR250	CP	100.00	50.00	---
Triumph TR7	DP	200.00	100.00	50.00
Triumph TR6	DP	200.00	100.00	50.00
Triumph GT6, all	DP	100.00	50.00	---
Austin Healey 3000	DP	100.00	50.00	---
MGB, MGB-GT	EP	200.00	100.00	50.00
Triumph TR2, TR3, TR4	EP	100.00	50.00	---
Austin Healey 100-6	EP	100.00	50.00	---
MG Midget 1500	FP	200.00	100.00	50.00
MG Midget/Sprite 1275	FP	100.00	50.00	---
Triumph Spitfire 1500	FP	200.00	100.00	50.00
Triumph Spitfire Mk III & IV	FP	100.00	50.00	---
MGA, all	FP	100.00	50.00	---
Austin Healey 100-4	FP	100.00	50.00	---
MG Midget/Sprite 1098	GP	50.00	---	---
Triumph Spitfire Mk I & II	GP	50.00	---	---
MG Midget/Sprite 948	HP	50.00	---	---
Morris / Austin Cooper	CS	50.00	---	---

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NASCAR Weirdness:

Pearson Edges By Petty In Dumbfounding Daytona

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have some interest in motorsports. And since you have some interest, you must realize that Daytona is something special—even if your bag is sports cars on a road course, drag cars on an old abandoned runway, dune buggies in the desert or championship cars at Indy.

So you know that Pearson finally got his first Daytona 500 win by keeping his Purolator-sponsored, Wood brothers-prepared Mercury running after he and Petty had crashed together coming out of the fourth turn with the checkered flag ready to be waved for one or the other. Petty, whose STP-Dodge apparently triggered the whole thing, was only 75 feet from his sixth Daytona 500 win when Pearson came by at 20 miles an hour to take the flag on the grass of the median strip that separates the tri-oval bend from pit road.

The finish capped what had been an exciting, competitive race throughout the other 199 laps. By the time Pearson and Petty skidded to a halt in plain sight of the checkered flag, there had been 36 lead changes among 10 drivers—six of whom had a bona fide chance to win at one time or another.

But the man who had the best chance to win it—Petty—didn't, maybe because his car didn't hold the track for one fleeting instant, maybe because he thought he could bluff Pearson into backing out of a spot, maybe because he simply made an untimely error in judgement or maybe because he forgot to plunge in his clutch and keep his RPM's up when he and Pearson took on the short-chute wall.

From the top: A.J. Foyt, Darrell Waltrip and Dave Marcis had their pole-position

qualifying speeds disallowed on the Sunday before the 500 due to what NASCAR called irregularities. What that meant was that Waltrip and Foyt had a hidden canister of the "laughing gas" that has been known to give a good enough kick to win a pole or a last-lap dash. Marcis' car had a tricked-up radiator stop that was suppose to give it a better aerodynamics.

That gave the pole to a couple of Iowa farm boys and if you can think of a more unlikely front row for the Daytona 500 than Ramo Stott and Terry Ryan then give us a call. But there they sat—Ramo in his Smithville Farms Chevrolet out of



Richard Petty's crew works to get The King back out onto the racing surface.

Bryant McMurray



A shot likely to be common this year: Darrell Waltrip with trophy and race queen.

Ron McQueeney

Parsons had done in 1975.

The favorites? Petty, of course, because of his record here and Pearson for the very opposite reason—he hadn't ever won a Daytona 500 after being close so many times, including last year's controversial finish. Baker's Ford was fast, to be sure, but would it last? Ditto Marcis' Dodge and Foyt's Chevy. The Allison Mercury was too new, so few gave it a chance of going 500 miles. Parsons and Yarborough hadn't had a good week, so they were, at best, long-shots. Brooks and Pond were long, long-shots, but Waltrip was picked by many as a good choice.

Before the race reached its half-way point four "stars" were in the garage area. Cale Yarborough's Holly Farms Chevrolet from Junior Johnson's garage failed on the parade lap and he made just the first lap under green before parking it with the week's fifth blown engine. On lap five the Truxmore Ford from Junie Donlavey blew its plant and Brooks was an early spectator.

Baker, Pearson, Waltrip, Petty, Foyt, Allison, and Ryan ran in a tight draft for much of the first 25 laps. Baker, Pearson, and Ryan led until the day's first yellow slowed matters on lap 11 for David Sisco's blown engine and Walther's spin. Jimmy Means, Terry Bivens and Jackie Rodgers led briefly under yellow, then disappeared back to their middle-of-the-pack spots for the rest of the day.

Baker led 19 laps before caution No. 2 slowed things again. Ross lost an engine in his car and dumped oil around the backstretch. Hobbs found himself in the lead in his first major stock car race as he moved to the front during the yellow when everyone pitted.

Baker and Waltrip had been smoking during laps 20-32 and both hoods went up in the pits. On the restart at lap 39, Baker began a charge that would carry him by half-a-dozen top cars before the black flag came out for his smokescreen. He pitted at lap 46, was passed twice, and the inevitable began to dawn on everyone. Even though he went back out and ran 38 more laps, he eventually fell out of lap 84 when the Bud Moore engine finally went in a burst of smoke.

Waltrip's smoking car wasn't as much a problem as a flat tire on lap 47. He lost a couple of laps for the stop and was in the pits when Marcis limped in with a bad valve. Stott had a windshield replaced on lap 83. When Tighe Scott blew the engine in Walter Ballard's car on lap 62, 16 cars were still in the lead lap and the average speed was 150.208 miles an hour.

Pearson, Allison, Foyt, and Petty had led the green flag laps between cautions No. 2 and No. 3. Parsons led a lap under yellow, then Foyt's Gilmore Chevrolet from Hoss Ellington's shop led 12 laps, four of them under caution No. 4 when Hobbs scraped along the backstretch after getting too high in turn two. At lap 80 no fewer than 10 cars were in the same lap although Baker was almost a track-length down and about to blow.

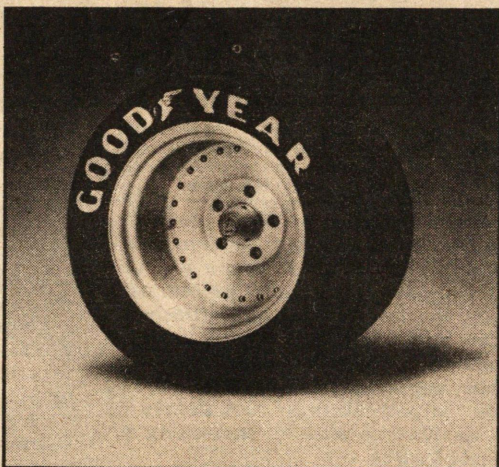
Waltrip went behind the wall on lap 89 after nursing his smoking car for more laps than he likes to. At the half-way point of 100 laps Foyt, Pearsons, Petty, Allison, Parsons, Coe Coe Marlin and Ryan were in the same lap, although

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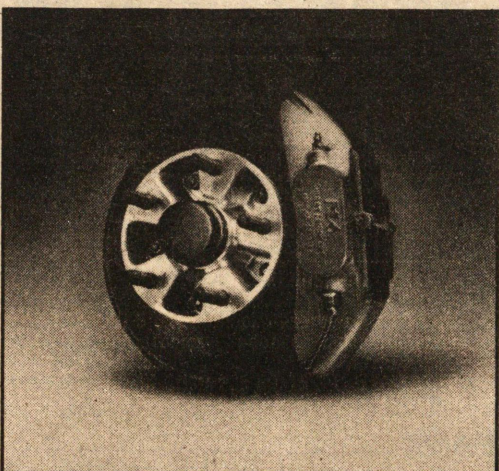
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Maryland with a speed of 183.456 miles an hour and Ryan in his Chevrolet with its speed of 183.109. Marcis and Waltrip, who won Thursday qualifying races, sat just behind them, although both had been much faster when they qualified the Monday after Stott and Ryan got the first two spots.

Buddy Baker's Norris Industries Ford and Petty's STP Dodge were on the third row behind the Gatorade Chevy of Waltrip and Marcis' K&K Insurance Dodge. Behind Petty and Baker came Pearson's Mercury and the CAM2 Mercury of Bobby Allison. Scattered throughout the field were Richard Brooks (ninth), Lennie Pond (11th), Cale Yarborough (14th), Foyt (31st) and 1975 surprise winner Benny Parsons (32nd—right where he started a year ago.)

Hardly anyone at all gave Stott or Ryan a chance to win. Neither was Neil Bonnet's Armorrall Chevrolet, Earl Ross' Coca-Cola Canada Chevrolet, David Hobbs' Coca-Cola Chevy, or Salt Walther's R&H Aircraft Sales Chevrolet given any chance at all or repeating what

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Daytona

Continued From Preceding Page

Pearson, Foyt, Petty and Allison were in a tight little draft all to themselves.

Foyt and Pearson swapped the lead seven times between laps 93 and 140. Petty was close behind, biding his time, and Allison was doing the same. But on lap 115 Allison slowed on the backstretch and pitted under yellow. As he did, Stott's car blew its engine, bringing out yellow flag No. 6. The cars of Johnny Ray and Skip Manning piled into each other in the second turn and slowed the field for six caution laps.

Allison came out and ran seven more laps, but was never more a factor. A broken valve was cited for the DNF. The same reason was offered when Foyt's car suddenly quit on lap 142 as it came through the tri-oval. "Super Tex" had made a helluva run at his second Daytona 500 win. He had led seven times for 68

18th ANNUAL NASCAR DAYTONA 500 GRAND NATIONAL STOCK CAR RACE, DAYTONA INTERNATIONAL SPEEDWAY, DAYTONA BEACH, FLORIDA, FEBRUARY 15, 1976.

ENTRY & QUALIFYING

1-Ramo Stott, Chevrolet, 183.456mph; 2-Terry Ryan, Chevrolet, 183.109; 3-Dave Marcis, Dodge, 185.736; 4-Darrell Waltrip, Chevrolet, 184.619; 5-Buddy Baker, Ford, 182.109; 6-Richard Petty, Dodge, 179.903; 7-David Pearson, Mercury, 183.079; 8-Bobby Allison, Mercury, 180.083; 9-Richard Brooks, Ford, 180.066; 10-Coo Coo Marlin, Chevrolet, 182.815mph; 11-Lennie Pond, Chevrolet, 180.763; 12-Earl Ross, Chevrolet, 181.580; 13-Neil Bonnett, Chevrolet, 182.216; 14-Cale Yarborough, Chevrolet, 183.726; 15-Jim Hurtubise, Chevrolet, 178.960; 16-David Hobbs, Chevrolet, 177.939; 17-Cecil Gordon, Chevrolet, 178.147; 18-Tiglo Scott, Chevrolet, 178.375; 19-Perry Bivins, Chevrolet, 176.526; 20-Jimmy Means, Chevrolet, 174.051; 21-Joe Mihalic, Chevrolet, 170.674; 22-Joe Frasson, Chevrolet, 176.363; 23-Jackie Rogers, Chevrolet, 177.788; 24-Jimmy Lee Capps, Chevrolet, 172.785; 25-Tom Williams, Chevrolet, 176.198; 26-Salt Walther, Chevrolet, 176.762; 27-D. K. Ulrich, Chevrolet, 176.758; 28-Richard Skillen, Chevrolet, 176.187; 29-James Hylton, Chevrolet, 177.068; 30-Farrell Harris, Dodge, 168.064; 31-A. J. Foyt, Chevrolet, 185.913; 32-Benny Parsons, Chevrolet, 184.411; 33-Bruce Hill, Chevrolet, 180.068; 34-Frank Warren, Dodge, 180.701; 35-John Ray, Chevrolet, 179.301; 36-Richard Childress, Chevrolet, 179.122; 37-Buddy Arrington, Dodge, 179.115; 38-Dick May, Chevrolet, 178.042; 39-Roy Smith, Chevrolet, 177.883; 40-David Sisco, Chevrolet, 177.441.

ALTERNATES: Bob Burcham, Chevrolet, 176.981; Bill Seifert, Chevrolet, 176.661; Darrell Bryant, Chevrolet, 176.394; Harold Miller, Chevrolet, 176.111.

RESULTS

1-Pearson, 200 laps or 500 miles in 3:1708 for an average speed of 152.181mph, \$46,800; 2-Petty, 199, wrecked; 3-Parsons, 199; 4-Pond, 198; 5-Bonnett, 197; 6-Ryan, 196; 7-McDuffie, 193; 8-Bivins, 193; 9-Childress, 191; 10-Warren, 190; 11-Arrington, 189; 12-Walther, 187; 13-Negre, 185; 14-Dead heat between Frasson and Rogers, 183; 16-Hurtubise, 180, engine; 17-Mihalic, 159; 18-Gordon, 158; 19-Ulrich, 151, broken axle; 20-Smith, 148, clutch; 21-Marlin, 147, engine; 22-Foyt, 143, valve spring; 23-Hylton, 138; 24-Capps, 133, crank; 25-Allison, 123, broken valve; 26-Stott, 113, wrecked; 27-Marcis, 112, running; 28-Ray, 112, wrecked; 29-Sisco, 110, running; 30-Manning, 107, wrecked; 31-Skillen, 99, overheating; 32-Waltrip, 87, rocker arm; 33-Baker, 83, engine; 34-Hobbs, 68, wrecked; 35-Scott, 58, wrecked; 36-Hill, 43, engine; 37-Williams, 41, broken valve; 38-May, 36, engine; 39-Ross, 28, engine failure; 40-Moans, 20, engine failure; 41-Brooks, 5, engine failure; 42-Yarborough, 1, burned piston.

laps, almost half the trips his car ran.

By now it had come down to Petty and Pearson. Parsons had unlapped himself and led 14 laps before his Kings Row Fireplace Shops Chevy lost a valve and

slowed badly. Pearson led 155-165. Petty 166-175, Parsons 176 under the day's final yellow, Pearson 177-187, and Petty 188-199 when, of course, he and Pearson came together in turn four.

About that final 3000 feet of the Daytona 500: Pearson knew he would have to pass Petty going into turn three on the last lap; then hope the Dodge wasn't strong enough to get back by him before the start-finish line in the tri-oval. He ran right behind Petty for laps 188-199, never showing his hand until he had to. Both had four new tires and more than enough fuel.

Once Pearson got cleanly around Petty in turn three, the plot thickened. Petty tried to cut low, inside Pearson's car as they eyed the start-finish line. Suddenly, just as they got into the 1800-foot short chute, their cars came together. Petty's Dodge squeezed Pearson's car into the wall. It bounced off, then turned squarely into it, head-on. Petty's car weaved two or three times each way, then turned right and took on the wall, crushing its front end.

Both cars skidded down the track while the 100,000 or 125,000 (take your pick) stood in wonder. Pearson spun down onto the entrance to pit road and clipped Joe Frasson's car as it tried to avoid the fracas. Petty bounced along the wall, went into it backwards before skidding off the tri-oval banking and onto the grass—a mere 75 feet from the checkered flag.

"I never lost power," Pearson would say later. "I hit the clutch and kept it revved up. As soon as I had a chance I asked the crew where Richard was and if he had crossed the line. When they said no, I just shifted into gear and eased on across the grass and onto the apron. I guess I was going about 20 miles an hour. It seemed like I went a mile to the line. It must have been a fourth-of-a-mile."

Petty and Pearson both came to the press box and talked freely—if not completely openly—about the incident. "I passed him in the third turn and got a little draft off a slower car," Pearson said. "That was my only chance. As I came off four I was as high as I could get. He said his car broke loose, that he couldn't help it. He apologized, too. I don't think he would have done it out of meanness."

There was one major disagreement. Petty said when he apologized to Pearson on the way to victory lane he was doing so for the contact their cars made as Pearson passed in turn three. "We didn't touch in turn three," Pearson said before Petty got to the press box. "The only contact was off four and we never got right after that. He said his car was pushing and that he was sorry it happened. Mad? No, I'm not mad at him. If he had won, maybe I'd be telling a different tale."

This from the loser. "He didn't hit me, I hit him," said Petty. "I flat lost it. I wrecked me. I overcorrected when I began to lose it. The car was straight but I didn't

that...specifically, Al Holbert and Jim Busby in Turbos.

"Hopen offered the promoters a very attractive package," Timanus said. "He called them and offered a Super Vee race and a Scirocco race, plus all the pre-race publicity VWoA usually does, if they would take a TransAm under this new format."

According to reliable reports, unless the SCCA is successful in getting its sponsor signed, purses will be only \$15,000 per TransAm. These purses will be split between both categories with Category I (the cars which were eligible last year) getting the lion's share. These cars will race for \$10,000 per event while the more exotic Category II machines will split only \$5000 per race.

This means that most teams which are not factory supported, as the Porsche and BMW teams will be, will not be too enthusiastic about those TransAms which conflict with the much richer IMSA events. Of course, there might be instances when a Greenwood Vette driver might opt for speedy Sears Point, but the advantage in this war (if it is a war) would still seem to lie with IMSA because of its series sponsors.



Richard Petty, before the storm, leads a line of pretenders to the throne out of one of Daytona's turns.

Bryant McMurray

realize it. I can't be mad at him. I can only be mad at myself. Even when he passed me into three I felt sure I could get back by him before the line."

Then the stories began to change. "I'd have won if he hadn't hit me," Petty said. "I was in front off four when his left front hit my right rear and spun me out. He spun me, I didn't spin him. But I hit him first, in turn three. He didn't apologize to me for anything. I apologized to him for hitting him in three, not for what happened in four."

Petty had not seen ABC's replay when he first began his interview. During it, he pointed out something that nobody in the too-crowded press box ever did see. "I was in the high groove (of turn three) running wide open," he said, "when David let off and slid up in front of me, I cut left to get low and inside him. My car broke loose and hit him, and that broke his car loose, too. I got almost completely by him and we got squared away. We both regained control for about one-third of the way through the turn."

Pearson maintained there was no contact in turn three, only in four. "The

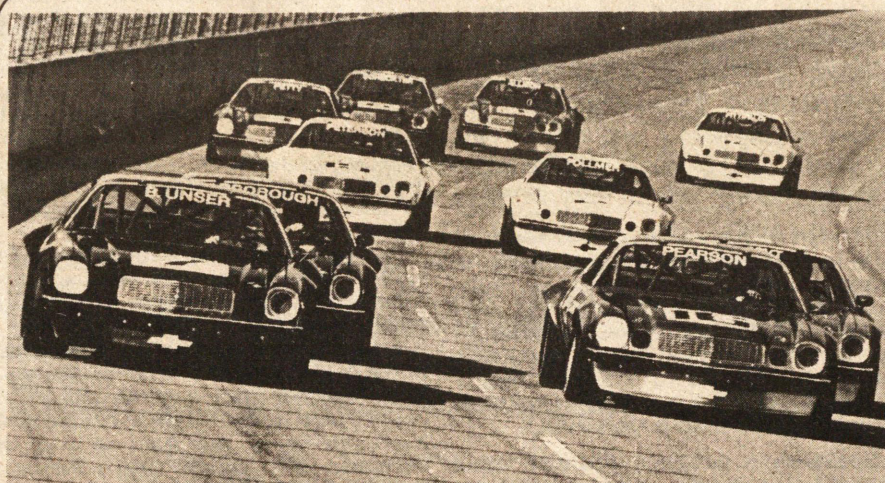
move off turn four was a good one," Pearson said. "Maybe he tried to come up to the outside a little too soon, but I've done it there before, so it can be done. I don't think I would have won it without the wreck. He was definitely in front of me off four and I couldn't have gotten back by him."

So there. Unexpected? Not the winner, only the manner in which he won it. Spectacular? Surely you don't ever remember seeing two motorsports giants battling like that for a major win. Controversial? They'll be arguing about it from now until forever, each fan blaming the other's man for the wreck. Dramatic? Of course, isn't ever last-lap win? Puzzling? Still...why and how?

"It all happened so fast I don't remember it all," Pearson said. "I'm still not sure all of what happened."

"I closed my eyes and held on," Petty said. "Don't ask me what happened. Ask ABC. You all saw it up here more times (on the monitor) than I did. Does anybody know what happened?"

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SCCA-IMSA GT Battle

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with a Camel race at Ontario and the scheduling of TransAms on 13 June at Portland and 27 June at Westwood will force competitorsto race back and forth across the country if they plan to make the 6 June race at Mid-Ohio and 19 June race at Mosport which are on the IMSA calendar.

Interestingly, one of the three additional races might be "Charlotin the Fall" which will no doubt surprise IMSA since its Charlotte race is scheduled tentatively for October 31! The other tracks Timanus said were likely are Riverside and Sears Point. Both these races would also be in the Fall, he said.

All of this will force several top Camel GT Challenge teams to make a choice as to which races they want to run and which title they want to try for. With so many conflicts, it will be difficult to contest both series with the championship as an objective. Timanus said several IMSA competitors have told the SCCA that, given such a choice, they would run the TransAm.

However, Autoweek has learned that Timanus probably means "top Porsche competitors" when he says